

SAIGON BASE
MONTHLY REPORT
AUGUST 1969

I. GENERAL

1. The overall activities during the past month were routine with the flying decreased slightly as forecasted. The forecast was within .2% of actual. Enemy activities have increased considerable and Saigon continued to receive rockets and terrorist activities which make living a little uncomfortable.

2. The Saigon Retail Price Index remained rather stable from August 1968 to April 1969, but is now 12% above the April level. The rate of increase has declined. The index for all items rose 7% in May, 4% in June and only 1% in July. The July increase was almost entirely attributable to the impact of the increased per equation tax.

II. FACILITIES DEVELOPMENT

1. SFD Phil Doyle was transferred to Udorn leaving SGM the responsibilities of Facilities Development. There are two major projects underway. (1) The revetment fence along the northwest side of the area. (2) The water system. Both of these projects are approximately 90% completed. The new antenna masts and accessories are scheduled for arrival during September so we will start the final phase of relocating the transmitters toward the end of the month.

III. OPERATIONS

1. Total revenue block time for August was 6128 + 34 compared to 6397 + 22 for July. Our revenue forecast for the month was nearly perfect as we predicted 6135 revenue hours. The Caribous flew 169 + 07 revenue hours which was a substantial increase over previous months.

2. One other TCN was transferred giving a total of 4 less TCN's and 3 Americans since we initiated our cost reduction program. PM/SGN has been advised to hire locals to fill the slots of TCNs. OM Macfarlane is cross-trained to cover OM and FIC shifts.

3. There were 18 controllable and 46 uncontrollable delays with a total of 907 Saigon departures. These figures are practically the same as the previous months.

FIC, GTD and the Emergency Equipment Room are in good order. Customer relations have remained good.

Flight Time Report (See attachment A)

Aircraft Incidents Report (See Attachment B)

IV. TRAFFIC/AAM

1. The SRTM position reportedly has again been transferred to Saigon. Although no written direction from management has been received I have continued to perform the functions during the reporting month.

A "Vector Control" program was instigated with a score of 5 KIA rodents for the month. This will be a continuous program with traps set during aircraft RONs.

2. The new Contract of Carriage forms were placed in use. Several problem areas have been noted and this will be discussed in a separate letter.

As mentioned in my SRTM/SVN/M/69/135 dated 20 August there have been some differences of opinion on baggage to be carried on our aircraft. We are attempting to conform to basic safety guidelines and still satisfy the Customer using the criteria outlined in EM memo BMSGN/69/285.

3. We have secured adequate storage in the Customer Warehouse and the covered area outside the warehouse for Company cargo. Although somewhat removed from our work area it has proven to be sufficient for our needs.

4. Checking of Beech seats by numbers with drawings indicated an error in seat numbers. We have received an engineering evaluation and have started to have the seats configured correctly.

			July	August	
Passengers departure	SGN	(All contracts)	6021	6153	5,837
" arrival	SGN	(" ")	6622	6731	5,980
Outbound cargo	SGN		72793	69543	72,217
Inbound cargo	SGN		89632	88103	90,205

5. TRAFFIC/USAID

		<u>Cargo (including AF Caribou A/C)</u>		
		July	August	
Outbound (lbs)	SGN	2,841,844	1,626,899	1,269,262 1/2
Inbound (lbs)	SGN	586,425	540,886	519,743

V. HOSTEL OCCUPANCY

1. During the month of August 1969, 3 beds out of 186 were utilized for a 1.6% occupancy rate. Also, there were no Non-Availability slips issued during the month.

VI. FLYING

1. The gravest problem confronting the Flying Department in many respects is lack of utilization of the VTB yet the schedule requires many hours of standby by the crews. This problem has been prevalent for some time. I do not think it will be with us too much longer as we will have no VTB crews to worry about. This standby problem is becoming so serious that, to date, four Captains have voiced a strong indication of resigning, and five Captains have vehemently requested transfer out of the VTB program. Such actions seem natural enough considering for every four hours of duty time, a VTB Captain receives only one hour for pay purposes.

To counteract these inequities:

- We have forwarded studies to the HM for discussion with the customer,
- We forwarded a study to the DFD for salary consideration regarding standby time,
- We have cross-trained personnel into the VTB but so far we have been unsuccessful in cross-training any personnel out, as every PIC trained-in are being utilized standing-by.

2. So far no assistance from the customer appears to be forthcoming, the DFD has not had time to act upon salary adjustment, and our cross-training program has reached a stand still, as far as getting volunteers to train into the program, and from an economical view point.

3. Morale in other programs is naturally very good. The flying time is up in all other programs and there were no accidents for the month.

VII. SAFETY

1. Pilot Meetings - VTB - 7 August

- a. Recent aircraft troubles, Saigon and out-station maintenance, maintenance write-ups, and wind, weather, and airfield hazards were discussed.
- b. Technical and printing errors in the new VTB Flight Manual were brought to the pilots' attention.

C-46 - 11 August. Following items affecting flight safety were discussed:

- a. Use of non-standard cockpit signals. This practise will be discontinued and flight crews will be spot checked for compliance.
- b. It has been observed that many pilots are failing to use checklists installed in aircraft. Disciplinary action will be taken against further infractions of this rule.
- c. Taxiing with hands hanging out of windows and not holding yoke was discussed.
- d. Removal of landing gear pins. After #2 has been started and the hydraulic pressure is up, the PIC will signal for removal of the gear pins prior to starting #1.

Beechcraft - 26 August. Following safety items were discussed:

- a. Caution about vehicular traffic on the new road which crosses the AAM taxiway.
- b. Pilots were informed to check for proper installation of forward and rearward facing seats. Seat failures in a recent accident may possibly have resulted from improper installations.
- c. Recently, a passenger in the copilot seat of a VTB grasped the control wheel during landing. Pilots were warned to thoroughly brief any passenger occupying this seat.
- d. A recent accident at another station revealed that some passengers aboard did not have seat belts available. Pilots were warned to assure that every occupant has available, and wears a seat belt. Exceptions should be made only in grave emergencies.
- e. Pilots were cautioned to check for accumulation of mud in wheel wells after operating on muddy surfaces. Excess mud in wheel wells can result in a gear-up landing.

204B - 30 August

- a. N1307X FCU malfunction of 27 August was reviewed. Pilots were advised of residual high EGT during emergency, and necessity for slow application of power after switching to manual fuel control. This emergency occurred at 1800' and approximately 500' was lost in entering autorotation, diagnosis of problem, and effecting manual control to recover.
- b. Pilots were reminded of necessity for complete, accurate write-ups whenever a malfunction occurs. This will enable MMB to diagnose malfunctions which in the past may have gone undetected.

2. Accident Investigations

- a. Investigation of Beech 10-2, N9521Z accident at V-05, Vung Tau on 26 July 1969 has been completed except for the report of analysis on landing gear and brake components. Anticipate completion of Local Board of Review prior to 15 September.
- b. Local Board of Review for VTB, N3674G accident was completed on 14 August and submitted to the Head Office.
- c. Traffic utilityman [REDACTED] suffered the loss of a finger as a result of being caught in a lowering forklift boom at Danang on 29 August. Employee Accident Form PD-137R5 will be submitted.

VIII.

PERSONNEL

1. As was the case in July, activities were largely routine with the exception of the work done on the Vietnamese Line Maintenance Training Program and on Work Permits. Ministry of National Defense approval to leave the country has been granted to 22 of the primary Trainee candidates and to all 10 alternates. What remains is Directorate of Civil Aviation and Ministry of Education program sanction and approval. The Ministry of Labor advises that these approvals will be forthcoming shortly, and also that the candidates' passport and exit permit applications will be expeditiously handled.

2. Work Permit approvals continue to be a problem. The new application procedures are not moving along smoothly at all. Unfamiliarity with this new system together with the large amount of paperwork necessary for each application has resulted in confusion and mishandling at all stages in the procedure. We have our hands full with this further compounded by the government's attitude toward TCNs.

3. [REDACTED] recommended and instituted a follow-up procedure which, assuming cooperation from the application handling personnel, will enable us to maintain better control over the Work Permit applications. Heretofore we had depended on USAID for this control, but with little positive result. Hopefully with our direct control throughout all stages of the procedure we will be able to enjoy success.

4. Personnel Strength (See Attachment C)

IX. TECHNICAL SERVICES

1. August was a quiet month without any major crisis or serious incidents. Our cost reduction program continued with emphasis on personnel reductions. The goal we set for ourselves was \$90,000 a month reduction by 31 October 1969, and to date we have finalized plans for slightly over \$70,000 monthly, but our "goal" is a long way off. The manpower is approaching the balance point in respect to our current overall workload. RMD and GMD have shown the best results in tightening of the purse strings as related to cost (personnel) cuts. Da Nang and Nha Trang Technical Services Depts have also done very well in reductions of personnel.

2. The flying hours for August was about 6,327 total, which is the range we are trimming our manpower for. This was near the figures for June and July. One of our competitors (CASI) is supposedly pulling up stakes at the end of October and we are hopeful that some contract arrangements can be put together, so as to enable us to acquire most of their current flying contracts. At this point our chances are probably 50-50.

3. Our revetment (perimeter) wall along the northwest edge of our ramp is nearing completion. This wall is made of pre-cast reinforced panels that insert between poured columns. The wall extends from the USAID warehouse along N.W. ramp to the west end of the RMD ground equipment parking area near the Utilities Building. Ramp lights are being mounted on poles on top of every fourth column, as part of the perimeter lighting A.R. project.

4. The newly concreted west ramp is now being fully occupied with aircraft. China Air Lines was assigned four parking spots (2 - C46 & 2 - C123), this permits us to park 2 - DHC/4 and 6 C46/C47 aircraft. This has really helped to relieve most of the congestion from the area in front of the USAID warehouse. Now if we can obtain funding for lighting, and electrical (power) system and some other utilities, the west ramp would be very good.

5. The RMD Ramp Crew was issued some "AAM SGN made" day-glo vests to identify themselves to flight crews and other associated functions. These vests are worn over their white uniforms. The orange (day-glo) and white color contrast gives them a very professional appearance as well as improving overall ramp safety,

X. FISCAL

1. Contract Billing

		<u>Flying Services</u>	<u>Others</u>	
VN-41/CORDE	US\$797,109.35	VN\$1,052,879.00	US\$6,321.43	VN\$25,150
VN-41/EMB	174,429.16		6,420.87	
VN-41/RBC	24,876.03		231.05	
4395 (Sub. Cont.)	96,877.13			
00005	25,826.82		45.16	
00069	20,919.79			
Others			1,092.26	
Credit Note to VN-41			(44.85)	

2. Total flying hours including CAL Sub-Contractor

Revenue Block time:	6,405+33
Flight Time:	5,542+33
Hazard Time:	4,408+42
Total log sheets processed:	1,617
Passengers:	41,993
Cargo:	3,073,754 lbs
Non-revenue block time	229+32
Flight Time	229+14

3. Payroll and Timekeeping

	Amount	No. of Person
[REDACTED] payroll	[REDACTED]	776
TCN Piastres Allowance	VN\$ 2,658,015.00	477
American Piastres Allowance	VN\$ 1,036,590.00	175
[REDACTED] Payroll	US\$ 78,244.57	202
[REDACTED] Payroll	US\$ 7,776.97	30

DSL: 76,449 hrs.

Number of persons filling DTR: 368

4. Total disbursements: VN\$18,035,008.00
MPC 151.45

Free market rate: VN\$ 220 to US\$ 1.00

ORIGINAL SIGNED BY
E. J. THEISEN
ABM-50N

E.J. Theisen

SAIGON BASE FLIGHT TIME REPORT
AUGUST 1969.

1. <u>Contract 4101 -</u>	<u>A/C No.</u>	<u>Revenue</u>		<u>Non-Revenue</u>	
		<u>Block time</u>	<u>Flight Time</u>	<u>Block Time</u>	<u>Flight Time</u>
	N67984	30+32	25+37	28+41	25+08
	N67985	162+36	134+11		
	B910	122+23	102+14	1+40	0+59
	B928	66+03	54+53	22+43	19+57
	B138	125+02	103+37	2+10	2+00
	B146	40+43	31+57	3+06	2+41
	6147	119+13	104+01	4+09	3+23
	8084	127+20	109+17		
	5559	159+09	144+31		
	5994	88+26	74+17		
	B817	42+15	36+02	4+53	3+31
	B829	78+08	59+18	12+09	10+19
	6083	113+12	94+31		
	N539Y	52+50	43+49	23+48	21+38
	N544Y			4+02	3+04
	N9518Z	83+28	71+47	3+21	2+02
	N6154U	40+37	34+41	5+40	2+47
	N9956Z	31+15	26+34	1+26	0+51
	N7770B	95+45	82+30	3+43	2+57
	N9577Z	70+43	60+55	2+58	2+24
	N9838Z	24+51	21+19	1+50	1+26
	N3728G	64+12	55+38	0+49	0+23
	N9664C	9+30	7+29	3+33	2+06
	N3674G	20+11	18+33		
	N7695C	76+02	65+37	1+46	0+51
	N5454V	19+06	14+45	1+14	0+55
	N6622C	15+33	11+14		
	N9573Z	97+39	82+57	5+06	4+25
	N5269V	117+34	100+02		
	N77Y	116+14	97+14	4+27	3+33
	N7950C	81+30	66+41		
	N51259	14+21	11+34	21+44	19+04
	N21412	37+19	30+08	3+15	2+30
	N9073Z	3+44	2+55	11+36	8+05
	N9871Z	4+28	4+00	4+30	1+00
	N9898Z			5+20	4+28
	N358F	130+40	111+43	2+22	1+24
	N285L	189+02	154+52	3+49	3+20
	N391R	146+54	120+09	3+27	1+50
	N394R	159+45	132+58	5+46	4+55
	N9444	133+32	115+49	4+45	3+20
	N198X	152+59	126+39	7+20	5+52
	N153L	142+52	128+08	5+11	4+05
	N180K	115+34	102+00	0+42	0+25

N12450	44+02	39+04		
N748N	10+46	9+27		
N152L	6+27	5+47		
N184L	23+56	19+56		
N185K	37+42	32+05		
N192X	99+49	86+43		
N393R	32+56	29+21		
N194X	30+04	27+26		
N1303X	159+08	159+08	1+45	1+45
N1304X	106+32	106+32	3+35	3+35
N1305X	135+23	135+23	7 +15	7+15
N1306X	101+34	101+34	3+40	3+40
N1307X	193+09	193+09	2+25	2+25
N8512F	24+14	24+14		
N8513F	8+18	8+18		
N8535F	34+22	34+22		
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Sub-total	4571+34	3989+35	238+41	196+18

2. Contract 4102

5994	17+26	15+03		
5559	6+17	5+47		
N539Y	3+20	2+06		
N544Y	31+03	25+33		
N3674G	77+11	65+11		
N7695C	15+09	13+02		
N91295	64+11	55+28	3+22	2+31
N7770B	2+11	2+00		
N3728G	4+05	3+19		
N748N	76 +37	68+52	5+55	4+58
N152L	128+11	113+01	9+47	8+02
N184L	72+23	58+28	5+45	4+14
N185K	56+57	50+15		
N192X	20+32	17+24	2+14	1+19
N393R	46+18	41+13	2+19	1+35
N194X	85+40	71+27	2+07	1+35
N9073Z	1+00	0+44		
N285L	1+13	0+43		
N391R	2+25	1+55		
N394R	3+03	2+32		
N198X	11+21	10+24		
N180K	9 +35	8+46		
N12450	97+11	87+15	6+10	5+35
N8513F	22+19	22+19	2+30	2+30
N8512F	12+32	12+32	4+27	4+27

N8514F	82+42	82+42	1+00	1+00
N8535F	55+32	55+32	3+35	3+35
N1303X	21+22	21+22		
N1304X	3+14	3+14		
N1305X	1+58	1+58		
N1307X	2+33	2+33		

Sub-total	1035+31	922+40	49+11	41+21
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3. Contract 4103

N67985	3+40	1+40
B910	18+16	15+05
B928	43+44	37+28
B138	21+23	16+47
B146	15+14	13+13
5994	6+51	5+25
B829	6+19	4+55
6083	7+07	6+03
N539Y	55+16	46+07
N544Y	26+38	22+19
N9577Z	3+06	2+35
N5454V	14+34	10+22
N6622C	5+25	3+32
N9573Z	11+02	6+48
N5269V	8+47	7+02
N77Y	2+40	1+36
N7950C	14+06	10+00
N51259	6+35	5+18
N21412	7+17	4+49
N9898Z	1+11	0+50
N358F	3+30	3+10
N285L	4+35	3+19
N153L	1+32	1+10
N180K	0+58	0+50
N1306X	24+56	24+56
N1307X	5+07	5+07
N8512F	17+39	17+39
N8513F	32+31	32+31
N8535F	16+10	16+10

Sub-total	386+09	326+45
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4. Contract 0005 -

N6622C	27+55	23+38	1+49	1+05
N5454V	3+40	3+26		
N9573Z	10+58	10+13		
N51259	4+45	3+54		
Sub-total	47+18	41+11	1+49	1+05

5. Contract 0069 -

N9664C	46+54	41+15	3+03	2+05
N9518Z	16+32	14+32		
N3728G	7+25	6+31		
N7770B	4+20	4+02		
N91295	2+34	2+13		
N9838Z	10+17	9+10		
Sub-total	88+02	77+43	3+03	2+05

Total Revenue Block Time	6128+34
Total Revenue Flight Time	5357+54
Total Non-Revenue Block Time	292+44
Total Non-Revenue Flight Time	240+49
GRAND TOTAL BLOCK TIME	6421+09
" " FLIGHT TIME	5598+43

Flight Time by Type of Aircraft

Type of A/C	Revenue		Non-Revenue	
	Block time	Flight Time	Block time	Flight Time
C-46	649+36	536+42	58+20	50+45
C-47	126+42	100+15	17+02	13+50
Bailed C-47	645+01	558+55	4+09	3+23
DHC-4	169+07	139+54	27+50	24+42
VTB	770+29	664+21	31+31	20+23
10-2 (Beech)	617+00	505+12	37+35	31+32
C-45	10+23	8+28	18+26	13+33
Porter	2079+02	1782+51	67+39	52+29
204B	1061+15	1061+15	30+12	30+12
TOTAL	6128+34	5357+54	292+44	240+49

Original Signed By
L. G. PARRISH
L. G. Parrish

- LIGHT INFORMATION ENTER -
- S A I G O N -

MONTHLY ACTIVITY REPORT
1-31 AUGUST 1969.

PART I
- AIRCRAFT INCIDENTS -

Date	A/C No., Type & Contract	Place	Description
11 Aug.	N1307X 204-B 4101	Between V-246 & BT 3210	While moving sling loads between V246 & BT3210 acft received one hit thru the belly striking a main spar. No personnel injuries.
17 Aug.	N1305X 204-B 4101	XS 6784	Acft sustained three hits in rotor blade tip, while circling village at easterly direction. No personnel injuries.
17 Aug.	N8535Y 204-B 4102	Soccer Field at V-23	While on ground, one round of unknown caliber rocket fire impacted on S.E. portion of field. No acft damage or personnel injuries occurred.
18 Aug.	N1303X 204-B 4101	BT 3108	After touchdown at IZ, 03X received sniper fire, which impacted in front of acft. No acft damage or personnel injuries occurred.
27 Aug.	N539Y 580-4 4105	Landing V-20	The left inboard main tire rec'd one round of groundfire while landing at V20. Damage repair completed at V17. No personnel injuries involved.
28 Aug.	N1305X 204-B 4101	NE of S-149	Acft was flying below weather when PIC observed four flashes from ground fire being directed at 05X. PIC applied max power and executed immediate climbout. Acft continued mission without further incident. No acft damage or personnel injuries involved.

// - ART II
- SITUATION SUMMARY -

Few major attacks occurred during August, however many scattered and separate incidents took place. DANANG AB received a 140MM rocket attack. CAM RANH BAY received both rocket and sapper attacks including attacks on the 6th Convalescent Hospital with plastic charges. Many base camps and fire support bases in III Corp received scattered rocket and mortar attacks. In SAIGON a USAF Language School in front of the Dong-Khanh Hotel was sabotaged with a sixty pound plastic charge, killing eight and wounding sixty-two. During this period SAIGON received rockets in the dock area and terrorist remained active with several grenade incidents reported. Significant enemy buildup occurred in parts of IV Corp with several major population centers including CAN-THO, receiving rocket and mortar attacks. For the present time enemy activity is expected to remain at a moderate level. Emphasis is expected to remain on small unit action. Attacks by fire, sapper actions, and ground probes against small unit installations is expected to continue.

E. J. WILSON
JCS/SCN

Distribution:

VPFO/TPE (2)
BR/SCN (3)
SOM/SCN (1)
FIC/PLie.(1)

ATTACHMENT "B"

SAIGON BASE

31 August 1969

CLASSIFICATION	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	TOTAL
PERMANENT	44	154	150	13	167	16	5	569*	15**	3	2	1*	952	187			
TEMPORARY																	
FTC																	
PRE-PROCESSED	1							3							4		
TOTAL	45	154	150	13	167	16	5	572*	15**	3	2	1*	956	187			

GROUND PNL : 956
FLIGHT PNL : 187
TOTAL : 1143

: 4 French
** : 1 French
* : 1 Swiss

ATTACHMENT "C"

DAMING FUN-BB ARE

31 August 1969

CLASSIFICATION	GRD		FLT		GRD		FLT		GRD		FLT		TOTAL	
PERMANENT	4				22				93				133	
TEMPORARY														
FTC														
TOTAL PRE-PROCESSED	4				22				93				133	
TOTAL														

GROUND PNL : 133

FLIGHT PNL : 0

TOTAL : 133

MHA TRAINING SUB-BASE

31 August 1969

CLASSIFICATION	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		TOTAL	
PERMANENT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
	5		15		25		65		110			
TEMPORARY												
FTC												
PRE-PROCESSED												
TOTAL	5		15		25		65		110			

GROUND PNL : 110

FLIGHT PNL : 0

TOTAL : 110

CAN TID SUB-BASE

31 August 1969

CLASSIFICATION	[REDACTED]				TOTAL	
	GRD	FLT	GRD	FLT	GRD	FLT
PERMANENT	1		10	4	15	
TEMPORARY						
FTC						
PRE-PROCESSED						
TOTAL	1		10	4	15	

GROUND PNL : 15

FLIGHT PNL : 0

TOTAL : 15